

The Alaskan Way Viaduct & Seawall Replacement Project

09.05



For More Information:

Visit the Web site at:

[www.wsdot.wa.gov/
projects/viaduct](http://www.wsdot.wa.gov/projects/viaduct)

Call the hotline:

206-269-4421

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Send a letter to:

Alaskan Way Viaduct and
Seawall Replacement Project
c/o Washington State
Department of Transportation
999 Third Avenue, Suite 2424
Seattle, WA 98104

Preserving and Enhancing Freight Movement on the New SR 99

One priority of the Alaskan Way Viaduct and Seawall Replacement Project has been to preserve and enhance freight mobility. Freight movement is a critical element in the health of our region's economy. That goal will be met and freight will have similar access and capacity as today. Here is how freight will be accommodated with the tunnel or the elevated structure.

Today (2002 traffic information):

- There are 103,000 vehicle trips on the viaduct each day, and 9,000 on surface Alaskan Way.
- Approximately 4,000 of those trips are medium and heavy-duty trucks.
- Access to Ballard and Interbay is provided via ramps at Elliott and Western Avenues.
- Of the medium and heavy-duty trucks, 2.3 percent (about 80 trucks per day) are tankers potentially carrying flammable or combustible materials.
- Freight using the viaduct travels from the Ballard Bridge to SODO in 14 minutes on average.

- Hazardous materials, such as flammable (materials that release vapors at any temperature) and combustible (materials that release vapors above 100 degrees Fahrenheit) materials are not currently allowed in the Battery Street Tunnel at any time or on the viaduct during peak hours¹. The city code was recently revised to include heating oil as a hazardous material subject to the same restrictions.

Freight on the new SR 99 (2030 traffic information)

Freight traffic will be accommodated in the same way for both the Tunnel Alternative and the Elevated Structure Alternative.

- There will be 122,000 vehicle trips in the tunnel or on the elevated structure each day, and 21,000 on surface Alaskan Way.

¹ Based on National Fire Protection Association Standard 502, current City of Seattle fire code prohibits the travel of flammable and combustible materials through the Battery Street Tunnel.

- Access to Ballard and Interbay will be provided via ramps at Elliott and Western Avenues.
- Freight using the tunnel will travel from the Ballard Bridge to SODO in 15 minutes on average.
- Tankers carrying hazardous materials will not be allowed in the Battery Street Tunnel or in the new tunnel at any time, due to current city fire code.
- Improved signing and way finding advertising alternative routes using advanced technologies that will provide travel time information, for example from downtown to Ballard using surface Alaskan Way to Elliott Avenue or Aurora Avenue to Leary Way.
- On key designated streets, temporary and permanent physical improvements (signal priority, parking restrictions, priority lanes, etc.) will be used to provide trucks more reliability.

For the tunnel alternative:

- Tankers carrying hazardous materials will use surface Alaskan Way, adding approximately 5 to 10 minutes to their trip and affecting only about 2 percent of the total freight trips. Measures will be in place to ensure tankers carrying hazardous materials can still move through the city.
- Smart Work Zones that provide real-time information to truck operations on alternate routes, delay, or other information. For example, alerts may be sent to drivers via radio, signaling construction delay and suggesting more reliable alternative routes.

Plans Underway to Keep Freight Moving

How will freight traffic get around during construction? The Federal Highway Administration, Washington State Department of Transportation and City of Seattle are working to find ways to move freight through the city during construction. The project will work with the freight community on specific strategies, such as:



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